

COBAR SHIRE COUNCIL



WORKS COMMITTEE MEETING AGENDA

THURSDAY 11 SEPTEMBER 2014

~ ORDER OF BUSINESS ~

Business for the meeting will be as follows:

1. Apologies
 2. Declaration of Interests
 3. General Manager's Report – Part A (Action)
 4. General Manager's Report – Part B (Information)
 5. Matters of Urgency
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REPORT 1A – QUOTATION FOR THE SUPPLY OF TRADE AND MISCELLANEOUS SERVICES 2012/2015 UPDATE

FILE: T3-12-5 AOP REFERENCE: 3.3.4.1 ATTACHMENT: NO
AUTHOR: *Engineering Support Manager, Kingsley Page*

Background

Throughout the year Council uses various contractors to provide Trade and Miscellaneous Services for many of Council's activities.

These Contractors are usually engaged on a daily basis for small projects or by quotations for larger projects.

The administration of this approach can be haphazard as the appropriate paperwork to cover the individual business Work Health and Safety (WH&S) Compliance and or insurances has not necessarily been provided prior to works commencing.

To ensure that Council complies with all regulatory requirements of WH&S, Workcover, Local Government Act 1993, etc, Council needs to adopt a formal approach to regulatory requirements through the quotation process.

Issues

The Companies listed below have provided sufficient documentation to be included on Council's Regulatory Approved Contractors.

Company	Service Provided
Ausshredding Pty Ltd	Waste Disposal Services (shredding green waste/tyres)
Looknofurther.com.au Pty Ltd	Labour Hire

This does not mean other Contractors cannot be engaged, once all regulatory requirements are received from the Contractors yet to submit then they will also be added to the current register.

Therefore the financial information needs to remain completely Confidential. The quotations received will be available for perusal at the Council Committee Meeting.

Financial Implications

There are no additional financial implications for Council as acceptance of these quotations do not commit Council to engage the Contractors, rather it provides a pool of registered Contractors.

RECOMMENDATION

That Ausshredding Pty Ltd and Looknofurther.com.au Pty Ltd be included in Council's Register of Approved Contractors for the Provision of Trades and Miscellaneous Services 2012/2015.

**REPORT 2A – INVESTIGATION INTO 40KM/HR SPEED ZONE IN
MARSHALL STREET FROM BOURKE STREET TO THE GREAT COBAR
HERITAGE CENTRE**

FILE: R5-34, S7-10 AOP REFERENCE: 4.3.2 ATTACHMENT: NO
AUTHOR: Roads Manager, Maurice Bell

Purpose

To inform Council of the requirements and implications of implementing a 40km/hr speed limit in Marshall Street from Bourke Street to the Great Cobar Heritage Centre.

Background

In July 2013 Council requested an investigation be undertaken to assess the impact and risk of the speed of vehicles along Marshall Street (Barrier Highway) to determine if it required a speed zone of 40km/hr to be implemented.

The Engineering Service Department undertook a traffic count of the centre business block of Barton to Linsley Streets, placing the Counter near the Marked Pedestrian Crossing near the Grand Hotel.

The 85th percentile speed was determined at 37.1 km/h and the Local Traffic Committee recommended that no change to the existing speed limit be implemented.

Following further debate and consideration, Council requested that the assessment of speeds and risk in Marshall Street (Barrier Highway) be extended to include the blocks either side of the main business block.

The Engineering Services Department undertook further traffic counts of Marshall Street locating counters between Lewis and Linsley Streets near the Western Hotel (Site 1), Linsley to Barton Streets Near pedestrian crossing (Site 2), Barton to Bourke Street near Shell Service Station (Site 3)

The 85th percentile for each site is:

Site 1.	Western	46.1
Site 2.	Ped. Crossing	36.7
Site 3.	Shell	48.2

The information was presented to the Local Traffic Committee at their Meeting on 26 August 2014, and their unanimous recommendation was that no change to the existing speed limit in Marshall Street be implemented.

Issues

In New South Wales there are two default speed limits which are statutory speed limits that apply in the absence of speed limit signage and do not require signposting.

They are: 50 km/hr in urban (built-up) areas and 100 km/hr in rural (non-built-up areas).

Any other speed zoning are required to be signposted. These include 60, 70, 80, 90 and 110 km/hr speed zones on road lengths where those speeds have been assessed to be safe and 40 km/hr speed zones and 10 km/hr shared zones in high pedestrian areas.

The NSW Speed Zoning Guidelines states “40 km/hr speed limits are used in areas where vulnerable road users are present, such as:

- School zones (at prescribed times);
- High pedestrian activity areas;
- Local traffic areas;
- Toll plazas in pedestrian access areas;
- School bus blackspot zones.”

The two areas that could be considered are high pedestrian activity areas and local traffic areas.

According to the NSW Speed Zoning Guidelines:

High Pedestrian Activity Areas:

40 km/hr high pedestrian activity speed limits are installed where there are relatively large numbers of pedestrians and/or other vulnerable road users and where vehicle speed is a key factor in pedestrian injuries and fatalities.

These areas should be established in conjunction with a suitable local area traffic management scheme. The area will need to contain physical devices or treatments to create a self-enforcing 40 km/hr speed environment.

Local Traffic Areas:

Local traffic areas that are primarily self-contained, residential precincts with networks of local streets used mainly for local access may be suitable for 40 km/hr speed limits.

Typically, these areas have physical devices or treatments to create a self-enforcing 40 km/hr speed environment.

Financial & Practical Implications

According to the NSW Speed Zoning Guidelines:

“The area will need to contain physical devices or treatments to create a self-enforcing 40 km/hr speed environment.”

This means raised pedestrian crossing/s, chicanes, blisters, islands, rumble strips etc.

This treatment must extend into any side street that enters into the 40km/hr zone so that traffic speed is below 40km/hr when it enters the zone.

These measures are achievable for local traffic areas as the primary target is passenger vehicles and small to medium truck and vans. It is very difficult and expensive to achieve when targeting multiple combination heavy vehicles such as road trains etc.

Standard restrictive islands and blisters cost \$50,000 to \$60,000 per intersection and the cost of rumble strips, raised pedestrian crossings, speed humps etc. would need to be added to the treatment cost. This is targeting light vehicles only.

On the practical side, heavy vehicles require width clearance so that they can negotiate corners or curves, which leaves the area too wide to restrict and slow light vehicles, therefore each blister, island, chicane, etc. would need to be built with mountable edges so that the rear trailers of heavy vehicles could mount the structure without causing damage to the vehicle but still have a restrictive effect to light vehicles.

Costs would be higher due to the structures needing to be more robust and of higher quality to reduce damage along with the additional cost of a higher level of maintenance.

Conclusion

The only area that could be considered as a high pedestrian activity area is the block in Marshall Street contained by Linsley and Barton Streets, however, this block has a marked pedestrian crossing which eliminates any aspect of the area being a shared zone.

Furthermore, the traffic counts have shown on both occasions that the area is already below a speed of 40kp/hr and that the areas leading to this block are below the default 50kp/h limit for Urban areas to erect 40km/hr signs' means that all of the other devices must be constructed to ensure that the speed cannot be exceeded.

There is no supporting evidence of pedestrian fatalities or injuries where speed was a key factor in the incident.

There are no other factors that lend support to installing a 40km/hr speed zone in Marshall Street.

RECOMMENDATION

That Council take no further action in regards to a 40km/hr speed restriction zone in Marshall Street due to the lack of warrant and the need for construction of controls through Marshall Street and the side streets.

REPORT 1B – ENGINEERING WORKS REPORT

FILE: C6-20-2

AOP REFERENCE: 4.3.2

ATTACHMENT: NO

AUTHOR: *Director of Engineering Services, Peter Graf*

Purpose

To inform Council of completed and ongoing Engineering Works for the period of August 2014.

Background

August 2014 Engineering Works have consisted mainly of maintenance and some construction works on Regional Roads.

Shire Roads/Regional Roads

Roads to Recovery

Nil.

Maintenance Work

- MR7521 – Kiacatoo Road – pavement repairs and maintenance grading;
- MR68 – Curranyalpa Road – maintenance grading;
- MR407 – Mulya Road - maintenance grading;
- MR419 – Glenwood Road – maintenance grading;
- SR26 – Wilga Downs Road – maintenance grading;
- SR27 – Cooneybar Road – maintenance grading;
- SR2 – Seventy Eight Mile Road – maintenance grading;
- SR7 – Mt Gap Road – maintenance grading;
- SR3 – Nelygambo Bridge Road – maintenance grading;
- SR19 – Burthong Road – maintenance grading;
- SR21 – Tallebung Road – maintenance grading.

Special Rate Variation Works

- SR 44 – Old Reservoir Road – formation grade - **ongoing**.

Private Works

- SR14 – Manuka Road – gravel carting from Wonawinta Mine Site - **ongoing**;

State Highways

Maintenance Work

- Rest Area Sign Replacement on HW8 – **ongoing**;
- Sign Replacement Works as required – **ongoing**;
- Rest Area Maintenance – **ongoing**;
- Heavy patching pricing submitted – **works order issued**.

Audit Work

- Lillyvale Rest Area – **ongoing**;
- Reseal works order issued. Waiting on funding for shoulder grading on reseal areas.

Water and Sewer

Maintenance Work

- Continuation of sewer pump station inspections and flow meter recording works - **ongoing**;
- Pest control within sewer reticulation network - **ongoing**;
- Sluice valve and hydrant repairs on town water supply reticulation – **ongoing**;
- Clearing vegetation on the Nyngan to Cobar pipeline easement (CWB) – **ongoing**;
- Scour valve flushing on 300mm pipeline (CWB) - (winter activity) - **ongoing**;
- Major meter reading works (CWB) – **ongoing**;
- Vegetation control along the Nyngan-Cobar raw water pipeline (CWB) – **ongoing**;
- Clearing vegetation around sewer ponds – **progressing**.
- Several leaks repaired 30 August 2014 in Bloomfield St on old existing mains that were left connected.

Special Projects

Construction of New Water Treatment Plant

- Preliminary treatment process design underway;
- Decision made by Council at August 2014 Meeting to site new plant in land to the east of existing plant owned by Peak Gold Mines Pty Ltd. Negotiation underway for purchase of this property.

Construction of New Water Pipeline – Nyngan to Cobar

- Investigation underway of pump operating characteristics to determine diameter of new section of trunk main. This will also contribute to the decision on the best location for Stage 1 construction;
- Workshop with operational staff arranged for Wednesday 23 September 2014 in Cobar.

Reconstruction of Cobar Airport and Installation of Night Lighting

- Preliminary pavement design underway for ratification by suitable design engineer;
- Submission to CASA being prepared for extension of time for night lighting; to be installed in conjunction with pavement works.

Upgrade of Sewerage Facilities

- Investigation completed on flow control for rehabilitation of pumping station at Ward Oval. Scoping underway to engage contractor for delivery;
- Investigation underway for reticulation layout at Industrial Estate. Following this, community consultation can be undertaken to decide on project delivery;
- Scoping underway for establishment of vegetation on banks of lagoons; work will be delivered by Council staff;
- Chlorination of effluent for reuse is yet to be scoped but preliminary investigation is underway.

RECOMMENDATION

That the information contained in the Engineering Works Report detailing maintenance on shire and regional roads, state highways and water and sewer mains be received and noted.

REPORT 2B – EXPENDITURE FOR ROADS NETWORK

FILE: R5-31 AOP REFERENCE: 4.3.2 ATTACHMENT: YES (PAGE 14-23)

AUTHOR: *Director of Engineering Services, Peter Graf*

Purpose

To provide Council with financial information on the expenditure on Council's Local and Regional Roads.

Background

A report detailing the Expenditure on Capital/R2R (grey), Council's Shire Local Roads (blue) and Regional Roads Network (green) is provided as an attachment to this agenda for Council's information.

RECOMMENDATION

That the information detailing the Expenditure for Council's Roads Network be received and noted.

REPORT 3B – TRAFFIC COUNTS ON REGIONAL, SHIRE AND URBAN ROADS AND CLASSIFIED ROADS (HW8)

FILE: R5-34

AOP REFERENCE: 4.3.2

ATTACHMENT: YES

(PAGE 24-26)

AUTHOR: *Construction Supervisor, Brett Hallcroft*

Background

Updating of traffic counts on Regional, Shire and Urban and Classified Roads is continuing with counts being undertaken over the last month on Marshall St (HW8).

Current Traffic Count Summary

Rd No.	Road Name	Location of Counter	Date	AADT	% Commercial Vehicles
HW8	Marshall St	Between Shell & BP	05/08/2014-13/08/2014	2,380	14.0%
HW8	Marshall St	Between Western & RSL	06/08/2014-13/08/2014	3,495	19.7%
HW8	Marshall St	Near main street pedestrian crossing	06/08/2014-13/08/2014	5,238	9.8%

RECOMMENDATION

That the information in relation to traffic counts on Regional, Shire and Urban Roads and Classified Roads (HW8) be received and noted.

ATTACHMENTS



WORKS COMMITTEE MEETING AGENDA

THURSDAY 11 SEPTEMBER 2014

~ REFERENCE TO ATTACHMENTS ~

PART B - INFORMATION

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